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RANGELY CARBON DIOXIDE PIPELINE

RECORD OF DECISION

APRIL 1985

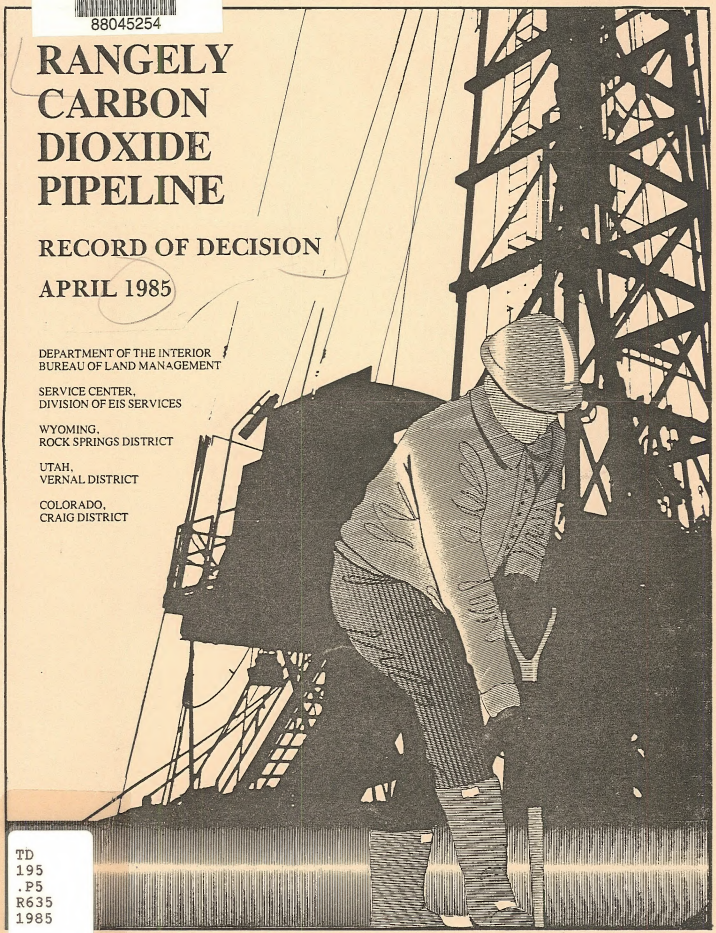
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

SERVICE CENTER,
DIVISION OF EIS SERVICES

WYOMING,
ROCK SPRINGS DISTRICT

UTAH,
VERNAL DISTRICT

COLORADO,
CRAIG DISTRICT



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RECORD OF DECISION
FOR
RANGELY CARBON DIOXIDE PIPELINE

Rights-of-Way

Wyoming	(W) -87686	(Exxon)
	(W) -87146	(Chevron)
Utah	(U) -54789	(Chevron)
Colorado	(CO)-37784	(Chevron)

Prepared By:

U.S. Department of the Interior
Bureau of Land Management
Rock Springs, Vernal, and Craig Districts

Cooperating Agencies:

U.S. Department of the Interior
Bureau of Reclamation
Fish and Wildlife Service
National Park Service
U.S. Department of the Army, Corps of Engineers

April 1, 1985

RECOMMENDATION:

Rock Springs District Manager

acting Vernal District Manager

Craig District Manager

DECISION:

for Wyoming State Director

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A. INTRODUCTION

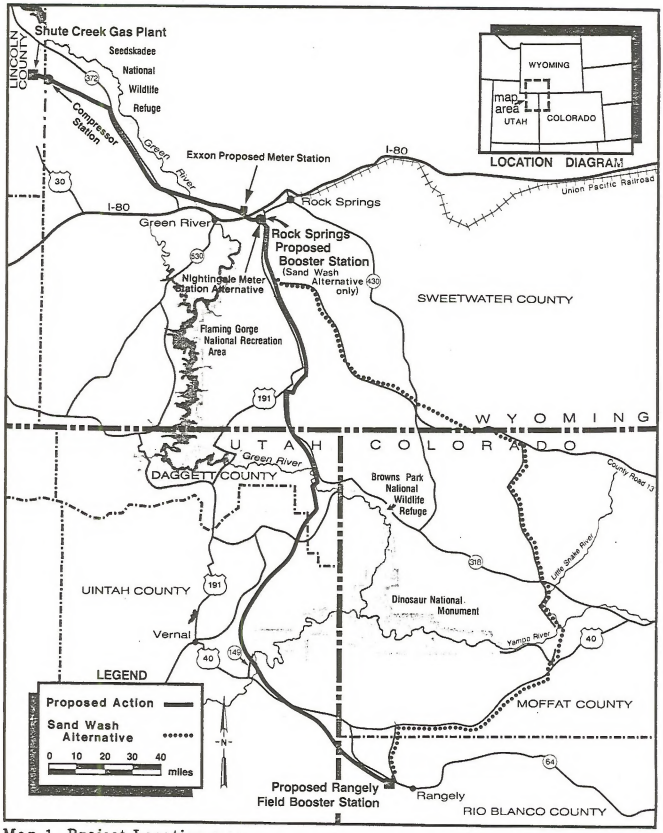
Exxon Company, U.S.A. (Exxon) proposes to construct and operate a 46.8 mile-long, 24-inch diameter carbon dioxide (CO_2) pipeline, and Chevron USA, Inc. (Chevron), a 127 mile-long, 16-inch diameter CO_2 pipeline beginning at the Shute Creek gas compressor station and ending at the Rangely Weber Sand Unit oil field in Colorado where the CO_2 would be used for enhanced oil recovery. Map 1 shows general alignment locations. Major components of the project would include the pipeline, a meter station (milepost 48.9), a booster station (Sand Wash alternative only), a communication system, block valves, and Supervisory Control and Data Acquisition (SCADA) terminals. Exxon and Chevron have applied to the Bureau of Land Management (BLM), Wyoming, Utah, and Colorado State Offices for rights-of-way to allow construction and operation of the pipeline and associated facilities.

Carbon dioxide would be produced at the LaBarge gas plant and carried at a rate of 200 million standard cubic feet per day under compression of 2,200 to 2,700 pounds per square inch. The CO_2 would be injected into oil-bearing strata at the Rangely Weber Sand Unit oil field on an alternating cycle: 1 month of CO_2 injection followed by 2 weeks of water injection. This cycle would force marketable oil and gas from surrounding wells.

The proposed pipeline would parallel existing roads and pipelines for 92 percent of its length.

Major issues raised during the scoping process for the Rangely Carbon Dioxide Pipeline Environmental Impact Statement (EIS) included: socioeconomics, wildlife, soils and vegetation, and water resources. In addition, 5 key issue areas were addressed in the EIS: Red Creek Basin Escarpment, Jesse Ewing Canyon, Rye Grass Draw, McCort Canyon-Gap Creek, and Vermillion Bluffs. Also at issue is the future use of the affected right-of-way (ROW) corridor with construction of the pipeline, certain narrow corridor segments (such as those through Richards Gap and Jesse Ewing Canyon) would be filled to the point where additional pipelines could not be accommodated without causing signficant environmental disturbance.

The ROW applications affect BLM-administered lands in Wyoming, Utah, and Colorado. Other lands affected include private, State of Wyoming and Utah, Bureau of Reclamation Withdrawal, Fish and Wildlife Service, and Utah Division of Wildlife Resources. Specific locations by milepost are listed in Table A4-1 of Appendix 4 in the Rangely CO_2 Pipeline draft EIS. Separate ROWs will be issued for each BLM District. However, this Record of Decision will address the required ROWs in total. Construction and Operation Plans defining the site-specific implementation of the mitigation measures (Appendix 1) will be prepared subsequent to this ROD by Chevron and Exxon, and submitted to the issuing offices for approval. Review of those documents can be arranged by contacting the Rock Springs District, Salt Wells Resource Area Manager (307-362-7350) for Chevron and Big Sandy Resource Area Manager (307-362-6422) for Exxon; Vernal District, Diamond Mountain or Bookcliffs Resource Area Manager (801-789-1362); or Craig District, White River Resource Area Manager (303-878-3601).



Map 1 Project Location map

B. DECISION

Based upon the analysis of environmental consequences described in the Rangely Carbon Dioxide Pipeline Environmental Impact Statement and in consideration of all public, State and Federal agency, and industry comments received, it is the decision of the BLM to approve the ROW applications. The following describes the approved actions as they affect public lands:

Pipeline - The alignment approved is the one described as the proposed action.

The first 46.8 miles (MP 2.1 to 48.9) [1] will be 24 inches in diameter, and constructed and operated by Exxon. The remaining 127 miles will be 16 inches in diameter, and constructed and operated by Chevron.

The pipeline will parallel existing roads or pipeline installations for 92 percent of its length (163 miles). These existing facilities include Wyoming State Highway 372 from MP 13 to 38, the Trailblazer natural gas line between MP 38 and 52, the Mountain Fuel pipeline between MP 52 and 59, the Mid-America Pipeline Company (MAPCO) liquid hydrocarbon line between MP 59 and 168, and Northwest pipeline from MP 168 to the Rangely Weber Sand Unit oil field. From the top of the Red Creek Escarpment, down to the Green River, and up to the head of Rye Grass Draw, the CO_2 pipeline will parallel MAPCO's existing line and will be constructed simultaneously with Chevron's phosphate slurry pipeline. All other construction of the CO_2 pipeline will occur during the same summer season (1985) as Chevron's phosphate pipeline.

Block Valves, SCADA Terminals, and Power Distribution - Approved as proposed.

Block valves (14) and SCADA terminals (3) will be used to detect and prevent system leaks. SCADA terminals will be used to detect leaks more efficiently than automatic block valves. The facilities will include a 6- by 5- by 8-foot control building, a 20- to 50-foot-high microwave tower, and a 15kV power distribution line. The terminals will cover an area about 40-feet square. Varying lengths of distribution lines will be needed for each SCADA terminal, depending upon location.

Exxon's segment (MP 2.1 to 48.9) would include:

MP 2.1 (Shute Creek gas compressor station): Communications and control center for SCADA system.

MP 2.3: Motorized, remote-controlled block valve and scraper trap, 0.2 mile downstream from the meter station facilities. A 0.2-mile-long, 440 volt, power distribution line will extend from the meter station.

1/ The first 2.1 miles have been analyzed in the Sweetwater County, Wyoming LaBarge Expanded Plant Site Environmental Assessment and approved in the associated Decision Record.

MP 16.5: Motorized, locally operatde block valve, powered by a 100-yard-long, 480 volt, three-phase wood pole distribution line. One creosote pole, about the size of a telephone pole, and a smaller utility pole at the block valve will be needed to support the lines.

MP 27: Motorized, locally operated block valve, powered by a 100-yard-long, 480 volt, three-phase wood pole distribution line and an underground valve at a take-off point for a future pipeline.

MP 37.8 and 38.5: Two motorized block valves will be locally operated upstream and downstream of the Green River pipeline crossing. The first block valve (MP 37.8) will be served by a 200-yard-long, 230 volt, single-phase distribution line. The other block valve will be powered from the same source with the power distributed via an electric conduit installed with the pipeline across the river. Two creosote poles, about the size of telephone poles, and a smaller utility pole will be needed to support the lines.

Chevron's segment (MP 48.9 to 176) would include:

MP 52: Mainline valve.

MP 71: Mainline valve

MP 92 (Richards Gap): SCADA terminal and block valve located at the booster station outside of the Phosphate Slurry Pipeline; 100-foot-long, 220 volt power distribution line.

MP 105.8 and 106.7 (Browns Park): Mainline valves on either side of the Green River.

MP 123.5: SCADA terminal and block valve; 200-foot-long, 220 volt power distribution line.

MP 143 (Jensen): SCADA terminal to control two block valves on either side of the Green River; 0.5-mile-long, 15 kV power distribution line.

MP 176.5: Mainline valve at Rangely Booster Station.

SCADA terminals could be placed as far as 0.25 mile from the block valve, which is attached to the terminal with a ground wire.

Communication System - Approved as Modified.

The initial communications proposal has been dropped by the applicants. This involved buried telephone lines between various facilities, such as the compressor station and Rangely Weber Sand Unit oil field, and existing telephone lines. The telephone lines would have been buried in the road ditches.

The approved communication system will consist of microwave radio equipment that will interconnect the pipeline system and the Rangely field production office.

Four of the 5 proposed repeater stations have been approved in the Chevron Phosphate Project Record of Decision. This proposed action will only require the addition of two more dishes and a VHF antenna for each tower at: Wilkins Peak, Tepee Mountain, Grizzly Ridge, and Blue Mountain. New facilities, including an 8-foot-square shelter and a 30-foot high tower with microwave dishes and VHF antenna will be required at the Raven Ridge site.

Metering Station - Approved as proposed.

Exxon's pipeline segment will terminate at the meter station at MP 48.9 near Rock Springs, Wyoming. The meter station will consist of a 1-acre fenced area, enclosing a control building, about 40 by 80 feet; a communications antenna; a scraper receiver; a remote controlled block valve; and provisions for a future take-off valve. The control building will house a primary orifice meter, a backup meter, and space for a third meter. Future east-west CO_2 pipelines will be required to take-off at MP 26.5, where the Rangely CO_2 pipeline intersects the Frontier crude oil pipeline.

Chevron's segment will begin with a scraper launcher located immediately adjacent to Exxon's meter station.

ROW Corridor - Because of topographic constrictions and limited construction interspace, coupled with approval of Chevron's Phosphate Slurry pipeline route in September 1983, use of the ROW corridor from the head of Red Creek Escarpment (MP 83.8) to the head of Rye Grass Draw (MP 111.4) is approved for the CO_2 pipeline only if constructed simultaneously with the phosphate slurry pipeline. After the CO_2 and phosphate slurry pipelines are constructed, additional buried linear facilities through this Wyoming-Utah segment of the ROW corridor cannot be authorized. This is due to the complete consumption of the available construction interspace within this segment of the ROW corridor.

C. ALTERNATIVES

The description of the Proposed Action is the same as that described in the preceding section B. Decision. All components of the proposed action are selected. A description of one alternative pipeline route, one alternative metering station location, and eight alternative pipeline alignments (which were dropped from consideration) follow:

1. Alternatives Analyzed In Detail

a. Sand Wash Alternative

Pipeline - This alternative would be the same as the Proposed Action route from the LaBarge gas plant site to MP 63. From MP 63 the pipeline would head southeast into Colorado, turn south and then southwest to the Rangely Weber Sand Unit oil field for a total length of 211 miles. A booster station would be located near Rock Springs at MP 52, with an additional scraper trap located at MP 122. The alternative would cross the Green River at MP 38, the Little Snake River at MP 152, and the Yampa River at MP 160.5.

At MP 160, the alternative would cross 0.4 mile of a power site withdrawal to the Federal Energy Regulatory Commission (FERC) for a possible reservoir. FERC would add any stipulations to the right-of-way grant needed to protect the power values.

The alternative would parallel existing roads or pipelines for 192.5 miles or 91 percent of the total length. The existing facilities include Wyoming State Highway 376 from MP 13 to 38; the Trailblazer natural gas pipeline between MP 38 and 52; the Mountain Fuel pipeline between MP 52 and 59; the MAPCO liquid hydrocarbon line between MP 59 and 63; dirt roads from MP 63 to 71; Mountain Fuel pipeline for MP 71 to 122; dirt roads from MP 122 to 165, except for several short stretches totaling 5.5 miles; and the AMOCO pipeline from MP 165 to 211.

CO_2 Pumping Facilities - The Rock Springs booster station would be located in section 24, T. 18 N., R. 106 W., 0.5 mile from Highway 191. Power for the booster station would be purchased from Pacific Power and Light. A distribution line about 0.5-mile-long would follow the access road. The station would have a centrifugal pump driven by an electric motor and two 1,000-horsepower units operating at 4,160 volts each. One of the units would be used as a spare to allow periodic maintenance during continuous operation.

The booster station would include the following major facilities: Pumphouse, electric substation, and septic tank.

Block Valve and SCADA Terminals/Communications - Mainline block valves would be placed at 15- to 20-mile intervals along the pipeline. Block valve pairs would be installed at the crossing of the Green River at MP 38 and the Yampa River at MP 159.7 and 160.5. In addition, a total of four SCADA terminals would be installed. Power would be provided for each SCADA terminal using 15kV power distribution lines.

Construction methods, the communication system, equipment, and the microwave terminal station would be the same as described for the Proposed Action. The repeater stations would be located at Wilkins Peak, Aspen Mountain, Lookout Mountain, Juniper Mountain, and Raven Ridge.

At the first four sites, only two more dishes and a UHF antenna would be added to each tower. At the Raven Ridge site, new facilities would include an 8-foot-square shelter and a 30-foot-high tower with microwave dishes and VHF antenna.

b. Nightengale Metering Station Alternative

The Nightengale Metering Station Alternative would be located at MP 52, and require a 0.5-mile-long access road; power would be supplied by a 0.5-mile-long, 15kV distribution line that would follow the access road. Other facilities would be the same as the metering station in the proposed action.

2. Alternatives Considered but Eliminated from Detailed Analysis

The following alternatives were considered but eliminated from detailed analysis in the EIS. Map 1-2 shows where these alternatives would have been located.

a. Truck Transportation of CO_2

Transporting CO_2 from any of its existing sources would require 580 trucks each day at a frequency of one truck every 2 to 3 minutes. The existing roads could not handle this traffic volume and would need to be expanded. In addition to the impacts from road construction and maintenance, road safety and the costs of trucking CO_2 were also considered in eliminating this alternative.

b. Alternative A

This alternative was dropped from detailed study because it would have been considerably longer, thus causing more disturbance. It also would have crossed Interstate Highway 80 twice, railroad lines twice, the Hams Fork River, utility corridors, and various historic trails several times. Alternative A would not have any environmental advantage over the Proposed Action.

c. Alternative B

This alternative was dropped from further study because it offered no environmental advantage over the Proposed Action. In addition, this alternative would have crossed the Black Fork River and the Oregon and Emigrant Historic trails several times.

d. Alternative C

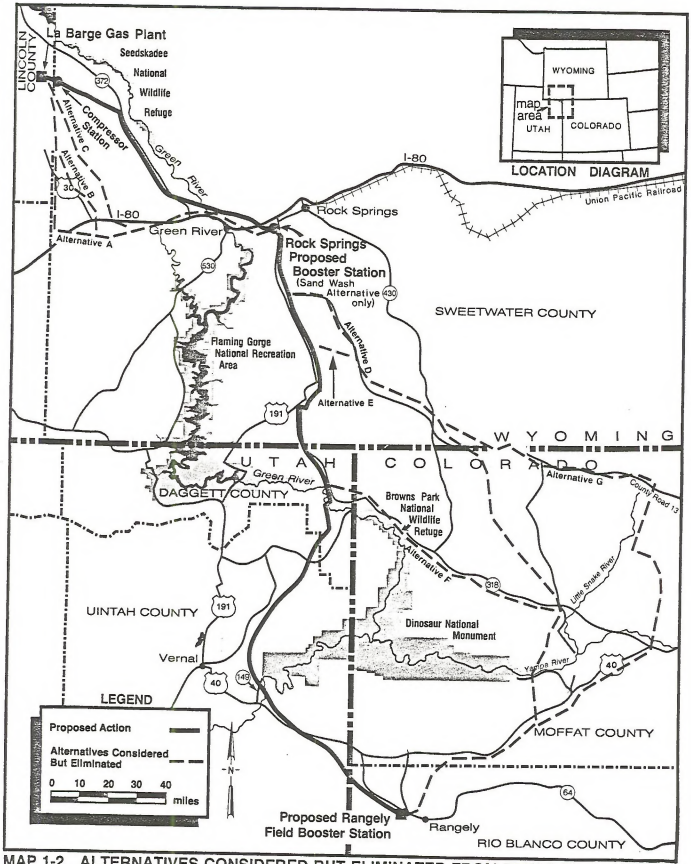
This alternative was dropped from detailed study because it offered no environmental advantages over the Proposed Action. It would have been longer, would have crossed a trona mining area, and would have passed through areas containing numerous cultural resource sites.

e. Alternatives D and E

These alternatives, as originally analyzed, were similar to the Sand Wash Alternative and differed from each other only in origin. The route was refined and is now represented by the Sand Wash Alternative.

f. Alternative F

This alternative was dropped from detailed study because it would not avoid the issue areas identified for the Proposed Action, and it would pass through a short section of the Browns Park National



MAP 1-2 ALTERNATIVES CONSIDERED BUT ELIMINATED FROM DETAILED ANALYSIS

Wildlife Refuge and through the residential area of Browns Park. Also, this alternative would have been considerably longer than the Proposed Action.

g. Alternative G

This alternative would have been extremely long compared to the Proposed Action. Although Alternative G would have followed existing paved and dirt roads, its additional length would have been more expensive and have caused more environmental disturbance. The alternative did not offer any environmental advantages over the Proposed Action.

3. No Action Alternative

The No Action Alternative involves the denial of the requested rights-of-way for the CO_2 pipeline and Rock Springs booster station. No CO_2 pipeline or ancillary facilities would be built across federal lands from the LaBarge gas plant site in Wyoming to Rangely, Colorado. The CO_2 would not be carried from the LaBarge gas plant to the Chevron USA, Inc., Rangely Weber Sand Unit oil field for enhanced oil recovery.

Other options would be for Chevron to search for other CO_2 sources. In order for these sources to be used, Chevron or another company would have to file a right-of-way application, and BLM would have to analyze the proposal and process the application. Without access to one of these sources, Chevron could not use CO_2 for enhanced oil recovery because trucking CO_2 was determined to be impractical.

4. Environmentally Preferred Alternative

The CEQ regulations require the Record of Decision to include environmentally preferred alternative(s). For reasons stated in the following section (D. Management considerations), the BLM has identified the Agency Preferred Alternative as the environmentally preferred, with the exception that the metering station be located at MP 48.9, the Exxon proposed location.

D. MANAGEMENT CONSIDERATION

The following management considerations were key in the decision to authorize the selected Rangely CO_2 Pipeline Project rights-of-way. The viable pipeline routes for consideration were the proposed action and the Sand Wash alternatives.

Route Selection:

The Proposed Action route will be 35 miles shorter than the Sand Wash route, which slightly reduces most of the impacts that would be incurred from implementation of the Sand Wash alternative and also reduces the costs of construction.

The major differences between the Proposed Action and the Sand Wash alternative are listed below according to each of the four major issues, critical watershed areas, and the future use of affected ROW corridors.

Socioeconomics - The proposed action will cause less population increase overall than the Sand Wash alternative. The Sand Wash alternative would provide no long-term economic advantages to communities or counties impacted.

Wildlife - Fewer acres of potential black-footed ferret habitat will be affected under the proposed action alternative. Two crossings of the Green River might affect the Colorado Squawfish and the Humpback Chub; however, the Yampa River, with greater concern for the squawfish population, will not be crossed by the proposed action.

Soils and Vegetation - 924 fewer acres will be directly affected by the proposed action alternative, including 378 fewer acres in sensitive areas.

Water Resources - Four fewer stream/river crossings will be required with the proposed action alternative.

ROW Corridor:

Paramount consideration in the selection of the approved route was given four key areas located within the existing ROW corridor between Wyoming and Utah. These four areas lie between the head of Red Creek Escarpment (MP 83.8) in Wyoming and the head of Rye Grass Draw (MP 111.4) in Utah. Within this 27.6 mile stretch of the ROW corridor, there are four topographic constrictions within which available construction interspace is limited. Because of these topographic constrictons and limited construction interspaces, coupled with the September 1983 approval of Chevron's phosphate slurry pipeline route through the existing corridor, use of this segment of the ROW corridor for the CO_2 pipeline can be approved only if both pipelines are construction simultaneously. This is as explained in the Wyoming State Directors letter to Chevron Chemical Company on February 22, 1984 (see Appendix 2).

Following construction of the CO_2 and phosphate slurry pipelines four pipelines will occupy the available interspace of the Red Creek Escarpment and Richards Gap, and three pipelines will fill Jesse Ewing Canyon and Rye Grass Draw.

The phosphate slurry pipeline, which cannot exceed a 15 percent gradient, requires switchbacks in order to traverse Red Creek Escarpment and Rye Grass Draw. This requirement consumes more interspace. Richards Gap and Jesse Ewing Canyon are very narrow topographic openings within which available interspace will be consumed by four and three pipelines respectively.

For the above described reasons, future use of this segment of the Wyoming-Utah corridor will not be possible for buried linear facilities.

Meter Station:

Selection of the proposed Meter Station location over the Nightengale location was based on the final EIS analysis which showed no significant difference in potential environmental effects. Both locations would affect one acre of land designated Visual Resource Management (VRM) Class III which means that contrasts to the basic elements may be evident and begin to attract attention, but they should remain subordinate to the existing characteristic landscape. The building, fence, power distribution line, and antenna would create additional contrasts on the landscape and foreground as viewed from Interstate Highway 80. However, by painting all above-ground structures, not subject to safety requirements, to blend with the natural landscape should keep the facilities subordinate to the existing characteristic landscape. Both locations are also in conformance with the Sweetwater County Planning and Zoning Board zoning designations.

E. MITIGATION

The mitigation measures contained in Appendix 1 were identified during impact analysis and are committed to by the permitting agencies. These measures are taken from the Final Rangely Carbon Dioxide Pipeline EIS. Implementation of these measures will be stipulated in right-of-way grants, temporary use permits, material sales, or other use authorizations associated with the Rangely Carbon Dioxide Pipeline.

In this Record of Decision three mitigation measures presented in the FEIS have been modified and two measures added. These changes have been made to Appendix 1 and are as follows:

Modified (underlined) Mitigation Measures

- Before construction begins, the Company, in consultation with the authorized officer and the Wyoming, Utah, and Colorado State Historic Preservation Offices, will use available cultural resource data to develop a plan to locate cultural resources that would be directly affected by the proposed project. A Class III (100 percent pedestrian) cultural resource inventory shall be conducted, by a qualified professional archaeologist acceptable to the BLM, on all previously uninventoried lands within the project area. A report of the inventory will be submitted and approved by the BLM with stipulations in compliance with the Archeological Resources Protection Act of 1979, as amended, and Section 106 of the National Historic Preservation Act of 1966. The inventory report will evaluate cultural resources identified during the field inventory for their eligibility for nomination to the National Register of Historic Places and will make recommendations for the management of all eligible or potentially eligible sites. All historic trails, and each segment of those trails, which may be affected by the project will be addressed in the Cultural Resource Inventory Report as distinct entities and treated as separate cultural sites.

- The Company will provide a qualified, professional paleontologist who is approved by the authorized officer. This paleontologist will conduct an original literature search to identify those segments of the Rangely CO_2 pipeline corridor crossing formations where any potential paleontological sites may exist. This paleontologist will then conduct an intensive (pedestrian) survey of all sensitive formations identified along the route as approved by the Authorized Officer. Surveys will be completed on the areas identified and an appropriate report prepared and submitted to the Authorized Officer for approval before construction begins.

- Within the Rye Grass Draw area as viewed from the Green River and north of Jesse Ewing Canyon, and within the Cliff Creek Draw Area between mileposts 150-152 apply special measures, such as removing additional vegetation or applying soil additives, to reduce the visual color contrast between the cleared rights-of-way and existing vegetation, as directed by the authorized officer.

Added Mitigation Measures

- To implement the appropriate protection specified in the Cultural Resource Inventory Report on all historic trails affected by the project including:

  - The Oregon and Mormon Pioneer National Historic Trails in Sections 1 and 12 of T. 21 N., R. 110 W.

  - The emigrant trail in Section 32 of T. 21 N., R. 110 W.

- Each operator shall establish written procedures to minimize the hazard resulting from a CO_2 pipeline emergency. This Emergency Plan shall be prepared in accordance with directives in 49 CFR 192.615, and be completed prior to operation of the pipeline.

As a condition for granting the various rights-of-way and permits, Exxon and Chevron will be required to prepare a comprehensive Construction and Use (CU) Plan or Construction and Operation (CO) Plan covering the construction, use and operation of all project facilities. The plan will contain the site-specific application of the mitigation measures contained in Appendix 1.

F. MONITORING

In order to achieve successful reclamation and erosion control on lands disturbed by project development and operation, an intensive reclamation program will be required. The reclamation measures that will be incorporated into the Exxon and Chevron CU or CO Plans are described in Appendix 1.

It is predicted that successful erosion control, reclamation, and revegetation generally will be achieved throughout the project area provided that Exxon and Chevron implement effective measures and

procedures tailored to the kind of land disturbance and to the conditions encountered. It is emphasized, however, that a strong compliance program is necessary to ensure that applicable measures are effectively applied and that follow-up measures are carried out. The compliance program will be conducted by the appropriate authorizing agencies on lands under their administration. Adverse impacts will be significant if applicable erosion control measures are not implemented due to lack of compliance with approved plans or if adverse weather conditions, mainly heavy rainstorms, occurred during construction before any erosion control measures could be installed.

The Agencies monitoring programs will include standard compliance monitoring during construction and follow-up restoration, and also review and quality control of required applicant construction and operation plans for associated construction, operation, maintenance, and abandonment of proposed facilities to ensure compliance.

Joint inspection of the reclaimed areas by the applicant and Authorized Officer will be conducted routinely to monitor the success and maintenance of erosion control measures and revegetation programs on native grazing land for a period determined by the landowner on private land or the Authorized Officer on state or federal land. The monitoring program will be used to identify problem areas in order that corrective measures to ensure cover and erosion control are developed and implemented. Certification of successful revegetation and erosion control will be determined by the landowner or Authorized Officer.

As part of the Emergency Plan required by U.S. Department of Transportation (see Appendix 1), monitoring of pipeline operations will be required to assess and react to emergency situations.

G. PUBLIC INVOLVEMENT

The Bureau of Land Management (BLM) requested and received consultation from many organizations and individuals, during development of the draft and final environmental impact statement on the proposed Rangely Carbon Dioxide Pipeline.

The BLM Wyoming State Director was assigned lead responsibility for administering the preparation of the EIS for the proposed CO_2 pipeline. BLM Denver Service Center, Department of EIS Services, prepared and printed the EIS. The BLM sought help from the following cooperating agencies:

U.S. Department of the Interior
- Bureau of Reclamation
- Fish and Wildlife Service
- National Park Service

U.S. Department of the Army
- Corps of Engineers

BLM personnel, with a wide variety of disciplines, were assigned to a team to ensure an interdisciplinary approach for preparing the EIS. Information about EIS team members is included in the List of Preparers of the draft EIS.

H. PUBLIC REVIEW

The draft EIS was filed with the Environmental Protection Agency and made available to the Public on August 31, 1984. In addition, media releases were sent to radio stations and newspapers in the states that would be affected by the proposed action or its alternatives. The releases announced the availability of the draft EIS and opportunity for public hearings, described the proposed action, identified key impacts, and requested public comment on the adequacy and accuracy of the statement.

Approximately 1,000 copies of the draft EIS were distributed by mail to various individuals, organizations, and government agencies (see Table 2 of the final EIS).

The BLM received 24 letters addressing the draft EIS during the public comment period. These letters were assigned a reference number and reviewed. Substantive comments (those that presented new data, questions of new issues bearing directly on the effects of the proposed action and its alternatives) were responded to; where appropriate, draft EIS sections were revised.

The final EIS was filed with the EPA was made available to the public on February 8, 1985. During the 30-day comment period, 10 letters were received. A copy of each is included in Appendix 3.

All comments received were given full consideration, and as appropriate, incorporated into this Record of Decision.

APPENDIX 1

REQUIRED FEDERAL MEASURES, RECLAMATION PROCEDURES, COMPANY STANDARD CONSTRUCTION AND OPERATION PROCEDURES, AND OTHER MEASURES DESIGNED TO REDUCE ENVIRONMENTAL IMPACTS

APPENDIX 1

REQUIRED FEDERAL MEASURES, RECLAMATION PROCEDURES, COMPANY STANDARD CONSTRUCTION AND OPERATION PROCEDURES, AND OTHER MEASURES DESIGNED TO REDUCE ENVIRONMENTAL IMPACTS

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REQUIRED FEDERAL MEASURES

As a condition for granting the various rights-of-way and permits, the authorizing agencies require that certain terms and conditions be met. The general federal resource measures are presented here. As project plans are finalized and before authorization is given, specific requirements will be added by the various authorizing agents.

1. Wildlife

   a. Construction of the pipeline crossing of the Green River MP 38 will be completed after March 1 or before September 15. This is due to the fall spawning of the brown trout and the migration of the Kokanee salmon. For the protection of spawning rainbow trout, the construction of the pipeline crossing will not be conducted from April 1 to June 30. The allowable periods at this crossing are the months of March, July, August, and September. Any exceptions must be approved by the authorized officer in consultation with the State Game and Fish Department.

      No construction activity will be authorized at the Green River crossing at Proposed Action, Jensen crossing, MP 143, T. 1 N., R. 25 E., between August 15 and September 15 because of the possible presence of Colorado squawfish.

   b. The Company will allocate sufficient funds and time in advance of construction of any element of the project and its related facilities in order to perform Fish and Wildlife Service-approved inventories on any listed threatened and endangered species determined by the Fish and Wildlife Biological Opinion. If it is determined that listed species or their habitats may be present and could be affected by the proposal, appropriate consultation with the Fish and Wildlife Service will be conducted by the federal authorizing agency. No activities will be authorized until consultation is complete as specified by Section 7(c) of the Endangered Species Act. The Biological Opinion issued by the Fish and Wildlife Service as a result of the consultation process will detail the specific mitigation measures to be carried out by the Company.

   c The Company shall comply with existing county, state, and federal laws involving the protection and preservation of federal horses, federal burros, raptors, and game and nongame wildlife species.

   d. In order to protect big game winter range and prevent harassment to wildlife during the critical winter and calving/fawning periods, construction activity will be allowed only from April 1 to December 15 on winter ranges and from July 1 to May 1 on calving/fawning habitat. This limitation does not apply to maintenance and operation of this right-of-way. Any exceptions to the requirement must be obtained in writing from the authorized officer.

e. No construction or disturbance will be permitted within the prescribed distance during the listed breeding/nesting periods of the following raptors until a clearance survey has been completed and approved by the authorized officer after consultation with the Fish and Wildlife Service and the appropriate State wildlife agency. If any of these species are found, the Bureau of Land Management (BLM), in consultation with the State wildlife agency and the Fish and Wildlife Service (FWS), and in accordance with existing state and federal regulations, shall determine the appropriate mitigation measure for the particular geographic circumstance to protect the specie(s) found.

Raptor	Distance	Dates
Golden Eagle	1.0 km (0.6 mile)	March 1 - July 15
Red-Tailed Hawk	0.5 km (0.3 mile)	April 1 - July 15
Swainson's Hawk	1.0 km (0.6 mile)	April 1 - July 15
Ferruginous Hawk	2.0 km (1.2 miles)	April 1 - July 15
Prairie Falcon	1.0 km (0.6 mile)	April 1 - July 15
Merlin	1.0 km (0.6 mile)	April 1 -August 15
Harrier	1.0 km (0.6 mile)	April 1 - July 15
Burrowing Owl	1.0 km (0.6 mile)	April 15 - July 15

f. Pole type designs shall be raptor safe as per Suggested Practices for Raptor Protection on Powerlines (Olendorff and others 1981).

g. No occupancy or other surface disturbance will be allowed within 2 miles from the center of a sage grouse strutting ground (lek) from March 1 through June 30 unless permitted by the authorized officer.

h. Survey the prairie dog colonies on the proposed project route for the presence of black-footed ferrets before completing final engineering plans. If present, consult with the Wyoming Game and Fish Department, Utah Division of wildlife, or Colorado Division of Wildlife, as appropriate, and Fish and Wildlife Service before proceeding.

i. Pipeline construction in the Rye Grass Draw area should not occur from May 15 to June 15, unless approved by the authorized officer, due to significant elk calving in this area.

2. Water Resources

a. When rivers, streams, and washes need to be crossed for access to project facilities, existing roads or bridges will be used unless otherwise designated by the authorized officer. Culverts or bridges will be installed at points where new permanent access roads cross live streams to allow fish unobstructed passage. Where temporary roads cross drainages or dirt fills, culverts will be installed during construction and removed upon completion of the project. Any construction activity in a perennial stream is prohibited unless specifically allowed by the authorized officer. All stream channels and washes will be returned to their natural state.

b. Construction equipment will be refueled and maintained outside of stream channels in areas designated by the authorized officer.

c. In order to minimize damage in the Red Creek Basin Watershed and areas with severe winter conditions, construction will be allowed only from May 15 to November 1. This limitation does not apply to maintenance and operation of this right-of-way. The authorized officer may make further restrictions as necessary to minimize damage or make exceptions as appropriate. Such modification must be obtained in writing from the authorized officer.

3. Soils and Vegetation

a. Existing soils and geological data shall be gathered by the Company and used to achieve maximum revegetation and minimum soil erosion.

b. Where practical, linear facilities will not be located in areas subject to mudflows, landslides, mudslides, avalanches, rock falls, and other types of mass movement. Where avoidance is not practical, the design, based upon detailed field investigations and analysis, will provide measures to prevent the accelerated occurrence of mass movements. A full-scale engineering diagram and staking must be done in these locations. If a slide occurs, the Company will be responsible for any repairs. A plan for restoration of any damage will be presented to the authorized officer for approval.

c. All trees will be cut so that stumps are no more than 6 inches high.

d. Mountain brush and tree-covered areas will be precleared before dozer and maintenance blade work. Preclearing will involve cutting brush and trees and removing them to designated areas.

4. Agriculture

a. To prevent interference with livestock trailing, construction will be coordinated between the grantee, livestock operators, and the authorized officer.

b. Gaps will be left between adjacent lengths of pipe of suitable intervals and at well-defined trails to permit the passage of livestock and vehicles during the time between stringing and other construction operations.

5. Visual Resources

a. All aboveground structures not subject to safety requirements shall be painted by the Company to blend with the natural landscape. The paint used shall be a color or colors which simulates "Standard Environmental Colors" designated by the Rocky Mountain Five-State Interagency Committee (Wyoming 1982). The color(s) selected for this project along with name and Munsell soil color number will be included in the Construction and Operation (CO) Plan.

b. The electric power for the two block valves proposed at the Green River crossing at Browns Park, MP 106.5, will be supplied by one of the two electric power lines which follow the river. The power will be dropped form the power line to the pipeline trench and run through buried electric conduit to the two block valves.

6. Cultural Resources

a. Before construction begins, the Company, in consultation with the authorized officer and the Wyoming, Utah, and Colorado State Historic Preservation Offices, will use available cultural resource data to develop a plan to locate cultural resources that would be directly affected by the proposed project. A Class III (100 percent pedestrian) cultural resource inventory shall be conducted, by a qualified professional archaeologist acceptable to the BLM, on all previously uninventoried lands within the project area. A report of the inventory will be submitted and approved by the BLM with stipulations in compliance with the Archeological Resources Protection Act of 1979, as amended, and Section 106 of the National Historic Preservation Act of 1966. The inventory report will evaluate cultural resources identified during the field inventory for their eligibility for nomination to the National Register of Historic Places and will make recommendations for the management of all eligible or potentially eligible sites. All historic trails, and each segment of those trails, which may be affected by the project will be addressed in the Cultural Resource Inventory Report as distinct entities and treated as separate cultural sites.

b. The Company will provide a BLM-approved archaeologist to execute or monitor the survey for cultural resources during construction of all project facilities.

c. If, in its operations, the Company discovers any cultural remains, monuments or sites, or any object of antiquity subject to the Antiquities Act of June 8, 1906 (34 Stat. 225; 16 U.S.C. secs. 431-433), and 43 CFR, Part 3, the Company shall immediately cease activity and report directly to the Area Manager. The BLM shall then take such action as required under the Acts and regulations thereunder. The Company shall follow the mitigation requirements set forth by BLM concerning protection, preservation, or disposition of any sites or material discovered. In cases where salvage excavation is necessary, the cost of such excavation shall be borne by the Company unless otherwise stated.

d. All significant cultural resources identified within the project area will be avoided wherever possible. For significant cultural resources that cannot be avoided, a Memorandum of Agreement with the Advisory Council on Historic Preservation and the Wyoming, Utah, and Colorado State Historic Preservation Offices will be developed that details specific mitigation measures in accordance with 36 CFR 800.

e. The archaeologist will notify the BLM authorized officer a minimum of 3 working days before site monitoring. Construction methods will be used that allow the archaeologist to identify buried cultural resources without endangering the personnel who are monitoring the surface disturbance. If any potentially significant buried resources are identified either along the route or on sites to be used for

surface facilities and the archaeologist determines that further operations will seriously affect the cultural resources, work will be suspended and BLM will evaluate the resource and develop additional stipulations as needed. The operator will bear the costs of avoiding or salvaging any cultural resource identified by the archaeologist. A report of all activities of the archaeologist will be submitted to BLM within 30 days after monitoring is completed.

f. The authorized officer(s) may required the Company to relocate the proposed pipeline in order to avoid destruction of archaeological or historical values, or to delay construction until salvage operations are completed. All salvage from federal lands shall remain the property of the United States and shall be turned over to the BLM.

7. Paleontology

a. The Company will provide a qualified, professional paleontologist who is approved by the authorized officer. This paleontologist will conduct an original literature search to identify those segments of the Chevron pipeline corridor crossing formations where any potential paleontological sites may exist. This paleontologist will then conduct an intensive (pedestrian) survey of all sensitive formations identified along the route as approved by the Authorized Officer. Surveys will be completed on the areas identified and an appropriate report prepared and submitted to the Authorized Officer for approval before construction begins.

b. The paleontologist will be available, as determined by the authorized officer, during surface disturbance. If, in the opinion of the paleontologist, paleontological values specified by BLM would be disturbed, construction will be halted or diverted until appropriate action can be taken.

c. The Company shall follow the mitigation requirements set forth by BLM concerning protection, preservation, or disposition of any localities or fossil material discovered. In cases where salvage excavation is necessary, the cost of such excavations shall be borne by the Company unless otherwise stated.

d. The paleontologist will notify the BLM authorized officer a minimum of 3 working days before site monitoring. Construction methods will be used that allow the paleontologist to identify buried fossils without endangering the personnel who are monitoring the surface disturbance. If any potentially significant buried resources are identified either along the route or on sites to be used for surface facilities and the paleontologist determines that further operations will seriously affect them, work will be suspended and BLM will evaluate the resource and develop additional stipulations as needed. The operator will bear the costs of avoiding or salvaging any specimen identified by the paleontologist. A report of all activities of the paleontologist will be submitted to BLM within 30 days after monitoring is completed.

e. The Authorized Officer(s) may require the Company to relocate the proposed pipeline in order to avoid destruction of paleontological

values, or to delay construction until salvage operations are completed. All salvage from federal land shall remain the property of the United States and shall be turned over to the BLM.

8. Transportation Networks

a. The pipeline and power line rights-of-way will be used as access roads only when necessary during the construction period and only during emergencies after completion. Uses will be only as approved by the authorized officer.

b. The Company will control off-road vehicle use on the rights-of-way. Specified control could include physical barriers, replanting of trees, or other reasonable means of off-road vehicle control.

c. Gates or cattle guards on established roads on public land will not be locked or closed by the Company unless the gates or cattle guards were originally locked or closed.

d. Construction in Jesse Ewing Canyon, which would interfere with the vehicle use on the existing road, will not occur (1) during the Memorial Day weekend and the opening weekend of fishing season if different from Memorial Day, (2) during the Labor Day weekend, nor (3) during the first 2 weeks of big game hunting season.

e. The Company will comply with existing federal, state, county, and private requirements developed for the protection of all existing facilities. Load limit restrictions will vary from State to State, with each type of roadway and the time of the year. This could limit the hauling of heavy loads on specific roadways during specific times.

f. Vehicle access up and down Jesse Ewing Canyon will be allowed periodically throughout each day and at the end of each shift. In case of an emergency, the contractor will allow emergency vehicles access through the Canyon as required. This will assure that residents of Browns Park will not be blocked either in or out of the Browns Park area for extended periods.

A schedule of times when the road would be open and closed will be posted in Dutch John and the Browns Park. A copy will also be provided to the BLM Vernal District Office.

Before beginning construction, the applicants will hold a town meeting at a place agreeable to the Daggett County Commission. The applicants will explain to the residents of Daggett County how construction will be carried out, and what will be done to minimize the impact of construction on on the residents of Browns Park and Dutch John.

9. Land Uses

a. Disturbances of improvements such as fences, roads, and watering facilities during the construction and maintenance of the rights-of-way must be kept to an absolute minimum. If damage to improvements should occur, immediate action will be taken to restore

such improvements to at least their former condition. Functional use of these improvements must be maintained at all times.

b. If a natural barrier used for livestock control is broken during construction, the Company will adequately fence the area to prevent drift of livestock. In pronghorn ranges, the fence may have to be constructed so that animals may pass. Fence specifications will be determined on a case-by-case basis.

c. All fencing constructed by the Company will meet BLM requirements except where total exclusion is required.

10. Waste Disposal

a. Construction sites shall be maintained in a sanitary condition at all times; waste at those sites shall be disposed of promptly at the nearest sanitary landfill. "Waste" means all discarded matter, including human waste, trash, garbage, refuse, oil drums, petroleum products, construction materials, ashes, and equipment. No burying of debris or waste materials will be allowed, except as specifically authorized by the authorized officer.

b. A litter policing policy shall be developed, approved by the Authorized Officer, and followed on all roads and sites associated with the project.

11. Air Quality

Major access roads will be watered or other approved dust abatement procedures will be used to prevent severe wind erosion and loss of soil materials during construction as may be required by the authorizing officer.

12. Miscellaneous

a. When all development and rehabilitation has been completed, a joint compliance check of the right-of-way will be made by the Company and the Authorized Officer or designated representative to determine compliance with the terms and conditions of the grant. The Company will perform, at its own expense, any required modifications or additional reclamation work for compliance with the terms of the grant.

b. An "as built" survey map will be submitted to the authorized officer(s) within 60 days after construction is completed.

c. Whenever the authorized officer identifies a weed control problem, the Company will be responsible for weed control on disturbed areas within the exterior limits of the grant. The Company is responsible for consultation with local county weed and pest supervisors for the most appropriate weed control methods. Pesticides shall be used in accordance with written instructions from the authorized officer. These instruction should be obtained prior to December 1 if use is

planned for the next year. Emergency use may occur with approval from the authorized officer. Pesticides shall not be permanently stored on public lands authorized for use under this grant.

d. The Company will prepare a transportation plan subject to the approval of the authorized officer. The plan will consider items such as buses for use by the workers in commuting to and from work.

e. The Company and any contractors will require their employees to avoid camping on the public lands in the Salt Wells and Big Sandy Resource Areas which are designated as closed to camping in the BLM planning documents. Information on locations of closed areas can be obtained at the BLM Resource Area offices in Rock Springs.

SPECIAL FEDERAL MITIGATION MEASURES

The following mitigation measures were identified during the process of impact analysis for the Rangely Carbon Dioxide Pipeline to further alleviate or minimize potential environmental effects from the proposed developments. The federal agencies are committed to these measures and the measures will become stipulations attached to any right-of-way grants that may be issued for both the Chevron Phosphate and Rangely CO_2 Pipeline projects. These measures apply to the Proposed Action and Sand Wash Alternative as appropriate, and are in addition to the Required Federal Measures.

Chevron will be required

- To temporarily deter the sediment that could result from construction on the Red Creek Basin Escarpment.

- To build two check dams on the major drainages coming from the escarpment to allow for stabilization. The dams will have a sufficient capacity to handle runoff. Design specifications will be determined during preparation of the CO Plan.

- To reduce the possibility of sloughing and resulting sediment from the wet areas on the Red Creek Basin Escarpment. Horizontal drains or other appropriate techniques will be employed that will outlet on the surface onto a riprap apron. Design specifications will be determined during preparation of the CO Plan.

- To surface (gravel) all permanent roads that will be used on continuous basis during operation of the project. This will minimize rutting and erosion during wet periods.

- To oil or water all soft-surfaced major access roads as may be required during construction, including those used during the primary recreation seasons from May through September, to keep visibility impacts from dust to a minimum.

- To minimize road cuts and fills when constructing new roads or upgrading existing areas to minimize the contrast in landform modification and contrast for the visual resource.

- To double cut ends of culverts to match the road cut slopes, or to use preformed end sections when installing culverts for roads in areas of high or medium visual sensitivity in order to reduce the visual contrast caused by the addition of a structure to the landscape.

- To ensure that the people in Browns Park and Dutch John and all other people of concern within Daggett County are notified of any road closures in Jesse Ewing Canyon.

- To ensure periodic access through Jesse Ewing Canyon during the work day, especially for emergencies, and after the work shift each night.

- To use self-weathering steel for guard rails if the authorized officer deems guard rails are necessary, in areas of high or medium visual sensitivity in order to reduce the visual contrast caused by the addition of the structures to the landscape.

- To use long spans at right angles, when feasible, where power distribution lines unavoidably cross roads in areas of high or medium visual sensitivity in order to minimize the visual contrasts to form, line, and color from the added structures and conductors.

- To locate the pipeline as close as possible to existing pipelines as determined by the authorized officer in order to reduce the width required for the corridor.

- To blend pipeline clearings with natural vegetative clearings and patterns so that they are natural in appearance, or to place pipelines along existing side roads to minimize visual contrasts to form, line, and color from the added structures and conductors.

- To use proper trenching and backfill techniques to replace soils (in areas where subsoil colors are different from surface solid colors or where visual sensitivity is high or medium) so color contrasts do not result in lessening the visual quality of an areas.

- To implement the appropriate protection specified in the Cultural Resource Inventory Report on all historic trails affected by the project including:

  - o The Oregon and Mormon Pioneer National Historic Trails in Sections 1 and 12 of T. 21 N., R. 110 W.

  - o The emigrant trail in Section 32 of T. 21 N., R. 110 W.

- Within the Rye Grass Draw area as viewed from the Green River and north of Jesse Ewing Canyon and within the Cliff Creek Draw Area between mileposts 150-152 apply special measures, such as removing additional vegetation or applying soil additives, to reduce the visual color contrast between the cleared rights-of-way and existing vegetation, as directed by the authorized officer.

SPECIFIC FEDERAL MEASURES

U.S.Department of Army, Corps of Engineers

The Army Corps of Engineers has prescribed management practices that should be followed, to the maximum extent practical, for discharges covered by the Nationwide 404 Permit (items 1 through 8). Additionally, certain conditions (33 CFR 323.4-3(b)) must be met under the Nationwide Permit authority (items 9 through 16). For further detail, please refer to the Army Corps of Engineers Permit Program "A Guide for Applicants," dated November 1, 1977.

1. Discharges of dredged or fill material into United States waters should be avoided or minimized through the use of other practical alternatives.

2. Discharges in spawning areas during spawning seasons should be avoided.

3. Discharges should not restrict or impede the movement of aquatic species indigenous to the waters, impede the passage of normal or expected high flows, or cause the relocation of the waters (unless the primary purpose of the fill is to impound water).

4. If the discharge creates an impoundment water, adverse impacts on the aquatic system caused by the accelerated passage of water and/or the restriction of its flow should be minimized.

5. Discharges in wetland areas should be avoided.

6. Heavy equipment used in wetlands should be placed on mats.

7. Discharges into breeding and nesting areas for migratory waterfowl should be avoided.

8. All temporary fills should be removed in their entirety.

9. There cannot be any change in preconstruction bottom contours. (Excess material must be removed to an upland disposal area.)

10. The discharge cannot occur near a public water supply intake structure.

11. The discharge cannot destroy a threatened or endangered species as identified under the Endangered Species Act nor endanger the critical habitat of such species.

12. The discharge cannot disrupt the movement of those aquatic species indigenous to the water body.

13. The discharge must consist of suitable material that is free of toxic pollutants in other than trace quantities.

14. The fill created by a discharge must be properly maintained to prevent erosion and other nonpoint sources of pollution.

15. The discharge must not occur in a component of the national wild and scenic river system or in a component of a state wild and scenic river system.

16. No access roads, fills, dikes, or other structures can be constructed below the ordinary high water of the streams specified under the Nationwide Permit. These structures would require separate Section 404 permits.

U.S. Environmental Protection Agency

Since construction of the pipeline will involve river crossings, a Nationwide Section 404 Permit will be required. Generally river crossings are covered under the permit, although specific permits (Individual 404 and Section 10 permits) will be required for important crossings. An individual permit will be required if any wetlands are to be filled. The U.S. Environmental Protection Agency reviews the applications for 404 permits administered by the Army Corps of Engineers and provides recommendations for action on the permit including mitigation measures. For this project, the U.S. Environmental Protection Agency will likely recommend the following measures for the Green River crossings:

1. Dredged materials should be stored away from the flowing waters.

2. Disturbed wetland or riverine areas should be revegetated with native trees, shrubs, and grasses where applicable;

3. The permit should consider appropriate times for river disturbance which do not interrupt spawning cycles of various fish species; this may involve identifying the "gaps" or "windows" for construction between different spawning seasons.

   Additional mitigation measures will be considered for the following areas after more details are received:

4. Provisions for backfillings;

5. Lengths of riprapping involved; perhaps some limitations to minimize use of riprap.

U.S. Department of Transportation

Each operator shall establish written procedures to minimize the hazard resulting from a CO_2 pipeline emergency. This Emergency Plan shall be prepared in accordance with directives in 49 CFR 192.615, and be completed prior to operation of the pipeline.

REQUIRED RECLAMATION AND EROSION CONTROL PROCEDURES

The following procedures will be required for use on federal land. The Company has stated it would follow or has agreed to follow these procedures on all Federal, State, and private lands as appropriate and agreed to by the landowner. The procedures outlined in this appendix will be incorporated as stipulations in any Federal right-of-way grant that may be issued, and will be used by the Company to develop its CO Plan. These procedures will be applied during all phases of the project (construction, operation, and abandonment).

1. When operating on Utah State land, the Company will prepare and follow appropriate plans, including applicable measures and procedures, to accomplish and ensure successful reclamation of State land affected by project action, as required by the Utah State Department of Natural Resources, Division of Oil, Gas, and Mining (State of Utah 1953).

2. When operating on Wyoming State land, the Company will prepare and follow appropriate erosion control and reclamation plans including applicable measures and procedures to accomplish and ensure successful reclamation of State land affected by project action as required by the Wyoming State Land Board.

3. When operating on Colorado State land, the Company will prepare and follow appropriate plans, including applicable measures and procedures, to accomplish and ensure successful reclamation of State land affected by project action, as required by the Colorado State Department of Natural Resources guidelines.

4. The Company will comply with the erosion control and reclamation programs it has developed and will follow through on its commitment to "comply with appropriate regulations and required plans and stipulations to protect and restore any land disturbed by project construction and operation to a stable, productive, and aesthetically acceptable condition."

5. The Company will develop a detailed, site-specific reclamation plan as part of its CO Plan. Because the proposed rights-of-way are composed of many types of terrain, soils, vegetation, land uses, and climatic conditions, the detailed plan will include sets of techniques and measures tailored to each condition encountered. Local expertise and locally effective reclamation methods will be followed when the specific procedures for the detailed reclamation plan are developed. The erosion control, revegetation, and restoration guidelines and CO plan will be implemented under the direction of the authorized officer.

6. Details on applicable techniques of erosion control and reclamation for technical assistance to private landowners will be obtained as required by the private landowner from local Soil Conservation Service Districts. Technical assistance and approval of written

plans for federal lands will be obtained from the BLM before any construction begins.

7. During construction of the project, an on-site reclamation specialist will be employed by the Company to provide: (a) liaison with private landowners, federal agency officials, and local governments; (b) expertise for directing applicable restoration procedures when special conditions are encountered, without causing construction delays; (c) favorable public relations.

8. General erosion control and restoration measures have been developed for the following areas:

   - Right-of-way and Site Clearing
   - Trenching and Preservation of Topsoil
   - Backfilling and Grading
   - Land Preparation for Seeding and Cultivation
   - Revegetation
   - Maintenance and Monitoring
   - Use of Biochemicals

Right-of-Way and Site Clearing

Emphasis will be placed on protecting existing vegetation and minimizing disturbance of the existing environment.

- Land grading will be done only on the area required for construction.

- Sidehill cuts that are approved in the CO Plan will be kept to a minimum to ensure resource protection and a safe and stable plane for efficient equipment use. The authorizing agency will provide assistance as necessary.

- Existing ground cover such as grasses, leaves, roots, brush, and tree trimmings will be cleared and piled only to the extent necessary. Slash will be piled and later used in restoration operations, spread over the right-of-way, or disposed of at the discretion of the authorized officer.

- Trees and shrubs that are not to be cleared from the right-of-way will be protected from damage during construction.

- Where the right-of-way crosses streams and other water bodies, the banks will be stabilized to prevent erosion. Construction techniques will be designed to minimize damage to shorelines, recreational areas, and fish and wildlife habitat.

- A buffer strip of terrestrial vegetation above the high water line will be left between work staging areas adjacent to the stream and the stream itself.

- Care will be taken to avoid pollution in all areas including streams and other water bodies and in their immediate drainage areas. Spills will be cleaned up as required by the authorized officer or landowner.

- Design and construction of all temporary roads will be based on an approved transportation plan and will ensure proper drainage, minimize soil erosion, and preserve topsoil. After abandonment, these roads will be closed and the areas restored without unnecessary delay or maintained at the discretion of the landowners. Restoration, including redistribution of topsoil, will be to the satisfaction of the landowner and/or regulatory officials.

- During wet and muddy weather conditions, as determined by the on-site reclamation specialist, the authorized officer will issue stop and start orders to prevent rutting or excessive tracking of soil and deterioration of vegetation in the right-of-way area.

- During construction activities near streams or lakes, sedimentation (detention) basins and/or straw bale filters will be constructed to prevent suspended sediments from reaching downstream watercourses or lakes, as required by the authorized officer.

- Actual construction activities will immediately follow clearing operations, especially in areas where soils are highly susceptible to wind or water erosion and other special areas.

Trenching and Preservation of Topsoil

To facilitate complete project site reclamation, topsoil will be removed from disturbed land within the project area as necessary. Topsoil stockpiles will be mulched as necessary and seeded to reduce wind and water erosion. Trenching methods and techniques would ensure that

- Topsoil will be removed from the trench area by double-ditching or other company proposed method approved by the authorized officer. Topsoil needs to be windrowed separately, protected, and replaced last during backfilling.

- Remaining unearthed materials will be removed and stored in a manner that facilitates backfilling procedures, uses a minimum amount of right-of-way area, and protects the excavated material from vehicle and equipment traffic.

- Cofferdams or other diversionary techniques will be used where necessary to permit flow in one part of a stream while pipelaying construction occurs in another part.

- A specific trenching and excavated material stockpiling procedure will be used on steep-sloping and rough, broken terrain to ensure minimum disturbance as outlined in the CO Plan. This procedure will be developed by both the authorized officer and the Company.

Backfilling and Grading

- Backfill will be replaced in a sequence and density similar to the preconstruction soil condition.

- Backfilling operations will be conducted in a manner that would minimize further disturbance of vegetation.

- The contour of the ground will be restored to permit normal surface drainage.

- In steeply sloping and steep terrain, erosion control structures such as water bars, diversion channels, and terraces will be constructed to divert water away from the pipeline trench and reduce soil erosion along the right-of-way and other adjoining areas disturbed during construction.

- All structures such as terraces, levees, underground drainage systems, irrigation pipelines, and canals will be restored to preconstruction conditions so that they function as originally intended.

- The surface will be graded to conform to the existing surface of the adjoining areas except for a slight crown over the trench to compensate for natural subsidence. In cropland areas, especially border- and furrow-irrigated cropland, the soils (backfill) within the trench would be compacted and the crown smoothed to match the bordering area to allow surface irrigation.

- Topsoil will be uniformly replaced over the trench fill and other disturbed areas to restore productivity to preconstruction conditions.

- Materials unsuitable for backfilling or excess backfill material will be disposed of as arranged by the authorized officer(s).

- Temporary work space or staging areas used at stream and highway crossings and other special sites will be restored to approximately preconstruction conditions and to the satisfaction of the authorized officer(s).

- The rights-of-way at stream crossings will be restored as nearly as possible to preconstruction state soon after completion of construction. The upland areas and banks will be revegetated to preconstruction conditions; where this is not possible, they will be mulched with rock. The size of the rock mulch will be large enough in diameter to stabilize the stream bank. The streambed will be returned to its original contours with sediments similar to those that were excavated and as approved by the authorized officer. All drainages crossed by the pipeline will be kept free of vegetative debris, and channels will be reopened following construction operations.

- For rights-of-way through steep terrain or wet areas, land must be graded at two elevations (two-toning), or diversion dams built, or other Company proposed methods used to facilitate construction, as approved by the authorized officer. After construction is completed, the areas will be contoured to resemble the original grade as nearly as possible and as agreed to by the authorizing officer in consultation with the Company.

Land Preparation for Seeding and Cultivation

Construction, backfilling, and grading commonly cause compaction and later soil conditions that could affect soil productivity and/or seeding success in the right-of-way area. The following practices and techniques will be used to improve these soil conditions, protect soil from erosion, and provide a favorable seedbed:

- In cropland areas, as required by the authorizing agency or landowner, subsoiling or chiseling will be used to ensure that soil compaction is reduced and preconstruction soil permeability, restored.

- Chiseling, ripping, or some appropriate method may be required in rangeland areas to reduce compaction and improve soil permeability unless there are objections from the landowner or authorizing agency. Pitting on the contour furrowing as directed by the authorizing agency or landowner will be done on disturbed areas with steeper slopes to increase infiltration and to reduce runoff and erosion.

- Suitable mulches and other soil stabilizing practices will be used on all regraded and topsoiled areas to protect unvegetated soil from wind and water erosion and to improve water absorption. Areas and types of mulches will be identified by the Company in the CO plan and approved by the authorized officer.

- Special mulching practices or matting will be needed to protect seeding, seedlings after germination, and plantings in critical areas where wind and water are serious erosion hazards.

- Commercial fertilizers will be applied to soil areas with low inherent fertility and where woody materials are chipped and used as mulch, to maintain crop yields and establish grass seedings. Application rates will be commensurate with annual precipitation and available irrigation water. Areas needing commercial fertilizers will be identified by the Company in the CO plan.

- Seedbeds for areas seeded to grass will be prepared so that they will provide a suitable condition for the establishment of grass stands.

- Rock mulches may be used as determined in the CO plan in steep-sloping rock outcrop areas and low precipitation areas to reduce erosion and promote vegetation growth.

- Cultivation and land preparation operations on steeply sloping areas will be done on the contour to minimize erosion.

- Soil areas with rock fragments such as very coarse gravel, cobble, or stone scattered on the surface will be restored to the original preconstruction surface condition to blend with the adjoining area, to avoid a smooth surface right-of-way area, and to control accelerated erosion.

Revegetation (Reseeding and Planting)

All disturbed areas will be reshaped and revegetated as nearly as possible to their original condition or to a condition agreed upon by both the Company and the authorized officer. This reclamation will be accomplished as soon as possible after the disturbance occurs. Revegetation efforts will continue until a satisfactory vegetative cover is established. The following practices and techniques will be used in areas where reseeding is suitable, as determined by the authorizing agency:

- A firm seedbed will be prepared prior to seeding. This will include a mulch of plant residues or other suitable materials. A cover crop may be needed in larger disturbed areas.

- Seed will be planted by drilling, broadcasting, or hydroseeding. Wherever possible, planting will be done with a drill. Drill seeding with a grass drill equipped with depth bands will be used where topography and soil conditions allow, to meet the seeding requirements of the species being planted. Broadcast seeding will be used in inaccessible or small areas when broadcasting the amount of seed used in drilling will be doubled. Seed will be covered by raking or harrowing. Critical areas will be hydroseeded as determined by the reclamation specialist or authorized officer.

- Only species and varieties of species adaptable to local soil and climatic condition will be used; generally these would be native species . However, introduced species may be considered for specific conditions when approved by the landowner and regulatory authority. Seeding rates in critical area plantings and generally throughout the right-of-way will be increased 100 percent over regular seeding rates in order to compensate for seed mortality from adverse growing conditions.

- Seed testing will be conducted to meet federal, state, and agency seed requirements.

- Seeding will be done when seasonal or weather conditions are most favorable, and as determined by the landowner or authorized officer.

- Grazing or mowing will be delayed at least one season after seeding, especially in highly erodible areas, in order to provide time for vegetation to become established unless otherwise agreed upon by the

landowner or lessee and the authorized officer. Protective fencing may be necessary in special areas as agreed upon and will be constructed, maintained, and removed according to authorizing agency or landowner specifications.

- In areas of low annual precipitation (generally less than 8 to 10 inches), where reseeding is not suitable or as successful, erosion control structures and measures will be applied on sloping areas to reduce accelerated erosion and to allow reestablishment of preconstruction surface soil conditions and natural revegetation.

- Trees and shrubs will be reestablished in areas as specified in the revegetation plan. Temporary and/or permanent structures will be installed by the company at specific locations along the right-of-way and other disturbed sites to prevent off-road vehicle access.

Maintenance and Monitoring

Joint inspection of the reclaimed areas by the applicant and authorized officer will be conducted to monitor the success and maintenance of erosion control measures and revegetation programs on native grazing land for a period determined by the landowner on private land or the authorized officer on State or federal land. The monitoring program would identify problem areas and corrective measures to ensure cover and erosion control. Certification of successful revegetation and erosion control will be determined by the landowner or authorized officer.

Use of Biochemicals

The use of biochemicals such as herbicides, fungicides, and fertilizers will comply with state and federal laws, regulations, and policies regarding the use of poisonous, hazardous, or persistent substances. State and federal wildlife agencies will be contacted if application of any of these substances will be on or near sensitive wildlife areas. These substances will be applied by ground methods. Before these substances are used on or near the permit or grant area, the Company will obtain approval of a written plan for such use from the authorized officer, landowner, or appropriate wildlife agency. The plan will outline the kind of chemical, method of application, purpose of application, and other information as required, and will be considered as the authorized procedure for all applications until revoked by the authorized officer, landowner, and/or appropriate wildlife agency. This plan will become part of the CO Plan.

COMPANY STANDARD CONSTRUCTION AND OPERATION PROCEDURES
DESIGNED TO REDUCE ENVIRONMENTAL IMPACTS

The Company has stated that the following procedures will be followed in the construction of the proposed Rangely Carbon Dioxide Pipeline project.

Construction Timing

1. Right-of-way construction will be scheduled to avoid critical wildlife habitats during primary use periods as identified in BLM Management Framework Plans and State wildlife agency recommendations.

2. Pipeline construction activities on irrigated cropland will be timed, as nearly as possible, in order to avoid disruption of irrigation delivery systems during the major irrigation season and to reduce effects on crop production in construction areas as well as adjoining irrigated cropland areas served by the systems.

3. Pipeline construction activities in narrow floodplain areas subject to high erosion hazards will be timed in order to avoid high water flows as much as possible, which will reduce the effects of construction on erosion and sedimentation.

Construction Procedures

1. The Company will adhere to Occupational Safety and Health Administration rules and regulations during the construction and operation phases.

2. All culverts, bridges, and ditches will be designed to pass the appropriate peak runoff event. This will vary from a 10- to a 100-year event as presented by the Company in the CO Plan and approved by the authorized officer.

3. Where fences are encountered along the rights-of-way, adequate bracing will be installed at each edge of the right-of-way before wires are cut and temporary gates installed. At the completion of construction, the opening will be closed using fencing of a quality equal to or greater than that of the original fencing.

4. Where blasting is necessary, the Company will adhere to the following safety precautions in all instances.

   - In areas of human use, shots will be blanketed (matted).

   - Landowners or tenants in close proximity to the shot will be notified in advance so that livestock and other property can be adequately protected.

   - Before detonation, a clearance will be made to ensure that construction personnel and local residents are removed from the blast area.

5. When required, materials for approaches and fill will be obtained from: (a) the right-of-way; (b) commercial sources (which would require transportation to the location); or (c) adjacent lands where permitted by the federal surface management agency or the landowner.

6. In remote areas with no existing access roads, the pipeline right-of-way will be the primary path of surface travel for pipeline construction. Generally, roadbeds supporting paved roadways will be crossed by boring beneath the bed and inserting casing pipe rather than by ditching across the surface.

7. Stream gradients will be maintained by removing all spoil from the bed upon completion of construction. Banks will be restored to resemble their original grade, and sand-cement sacks, breakers, or riprap will be placed over the pipeline where necessary.

8. Structures will be painted in neutral tones, except where required for safety.

Operation and Maintenances

1. Permanent access along the pipeline right-of-way will not be maintained. Temporary permits will be obtained for areas where existing roads or trails cannot be used for emergency access.

2. If herbicides are required for suppression of weeds around project components, they will be applied in accordance with manufacturer's recommendations and in accordance with federal and state regulations.

Abandonment

1. Foundations will be broken and buried. Topsoil will be spread over disturbed areas. Mulch, at the rate of 2 tons per acre, will be spread over the topsoil and anchored with a crimping disc prior to seeding.

2. Seeding will occur after October 15 so all winter and spring moisture can be used. Seeding will normally be done by drilling, but steep slopes and small areas may be seeded by manual broadcasting at twice the seed rates. If broadcast, the seeds will be covered by dragging, chaining, raking, or other means.

APPENDIX 2

SIMULTANEOUS CONSTRUCTION

United States Department of the Interior

BUREAU OF LAND MANAGEMENT

Wyoming State Office
P.O. Box 1828
Cheyenne, Wyoming 82003

RECEIVED
BLM ROCK SPRINGS
DISTRICT
FEB 23 '84

IN REPLY
REFER TO:
1792 (934)
Chevron CO_2

DM		MIN	
ADM			
PAO		SO	
ADMN		I&E	
OPS		PRA	
L&RR		KRA	
P&EA		RS	

FEB 22 1984

Mr. Dean Forsgren
Chevron Chemical Company
505 Broadway
Rock Springs, Wyoming 82901

Dear Mr. Forsgren:

As Chevron Chemical's representative, you are aware of the Bureau of Land Management's (BLM) concern about constructing a pipeline from the top of the Red Creek escarpment through Clay Basin, down Jesse Ewing Canyon, across the Green River and to the head of Rye Grass Draw. Because of this concern, the right-of-way grant for the construction of the phosphate slurry line proposed by Chevron Chemical will be subject to very specific requirements. The project description accompanying the right-of-way application for the carbon dioxide pipeline from the Shute Creek plant site to the Rangely Weber Sand Unit would follow the same route. The project description, as submitted, includes a commitment to construct the two pipelines simultaneously through Jesse Ewing Canyon and "other short sections." BLM concurs with this commitment, and based on resource concerns, plans to refine the area of concern and add an agency requirement of simultaneous construction for purposes of analysis.

Please make your company aware that for the EIS analysis of the proposed action, BLM will be assuming simultaneous construction of both pipelines along the entire spread from the top of Red Creek Escarpment, through Clay Basin, down Jesse Ewing Canyon, across the Green River, and to the head of Rye Grass Draw. Later, in the event a decision is made to grant a right-of-way for the proposed action, such simultaneous construction will be required as a stipulation of the right-of-way grant.

Please direct any questions to Bob Bierer, Salt Wells Resource Area, Wyoming, (307) 382-5350; Ralph Heft, Diamond Mountain Resource Area, Utah, (801) 789-1362; or Bill McMahan, Rock Springs District Office, Wyoming, (307) 382-5350.

Sincerely yours,

Hillary A. Oden
State Director

APPENDIX 3

COMMENTS RECEIVED ON THE

RANGELY CARBON DIOXIDE PIPELINE

FINAL EIS

JOHN R. SWANSON
P. O. Box 922
Berkeley, CA 94701

February 20, 1985

Bureau of Land Management
c/o Director
18th and C Streets, N.W.
Washington, D.C. 20240

Dear Sir,

Please accept my comments as follows, concerning
Norgasky CO2 Pipeline Project - Final Environmental Impact Statement.

This project will cause substantial damage to land, water and air resources and should not be approved.

And approval of this Violation of the following Federal Laws:

- Federal Land Policy and Management Act.
- National Forest Policies Act.

As rights-of-way are not resolved, and no attention given to this Project will many effects Possible Black-footed Ferret habitat.

As well as little actual attention given to general Biological Resources conservation and mitigation.

Also, safety problems with proximity of carbon dioxide for enhanced oil recovery were not fully considered.

And destruction of Vegetation will be real threat, as this general Project.

I, therefore oppose such Norgasky CO2 Pipeline Project.

Sincerely,

J. R. Swanson.

STATE OF COLORADO

Department of Local Affairs

Richard D. Lamm
Governor

DIVISION OF LOCAL GOVERNMENT
Pat Ratliff, Director

March 15, 1985

MAR [illegible] 1985

Ms. Janis L. VanWyhe
Bureau of Land Management
Division of EIS Services
First Floor East
555 Zang Street
Denver, Colorado 80228

SUBJECT: Final Environmental Impact Statement
Rangely Carbon Dioxide Pipeline

Dear Ms. VanWyhe:

The Colorado State Clearinghouse has received the above-referenced Final Environmental Impact Statement and has distributed it to interested state agencies. Comments received from the Colorado Department of Highways, Colorado Historical Society, Office of the State Engineer/Division of Water Resources, Division of Parks and Outdoor Recreation, Oil and Gas Conservation Commission and the Division of Commerce and Development are enclosed for your information.

Thank you for the opportunity to review this matter.

Sincerely,

Ross Fraser

Ross Fraser
Program Administrator

RF/vt
Enclosures

1313 Sherman Street, Room 520, Denver, Colorado 80203 (303) 866-2156

STATE OF COLORADO

DEPARTMENT OF HIGHWAYS

4201 East Arkansas Ave.
Denver, Colorado 80222
(303) 757-9011

March 11, 1985

Mr. Ross Fraser
State Clearinghouse
520 State Centennial Building
1313 Sherman Street
Denver, Colorado 80203

Dear Mr. Fraser:

The Colorado Department of Highways has completed its review of the Final Environmental Impact Statement for the Rangely Carbon Dioxide Pipeline and has the following comments.

It does not appear that all or our previous comments have been adequately addressed. In our comments on the Draft EIS, we asked that Table 1-1, Major Federal, State, County, and Local Authorizing Actions, include permits required by the Colorado Department of Highways (comment number 18.3). The BLM response to this comment on page 109 of the Final EIS refers us to the Errata Summary for addition to Page 11 of the Draft EIS. Neither page 22 of the Errata Summary nor page 31, changes to Table 1-1, includes any reference to the permits required by the Colorado Department of Highways. We again ask that Table 1-1 be revised to include this reference as stated in our comments on the Draft EIS.

Thank you for the opportunity to provide comments on this document.

Very truly yours,

Barbara L. S. Chocol

Barbara L. S. Chocol
Manager
Project Development Branch

The above comment was responded to in the FEIS, see page 37, Table 1-1.

COLORADO
HISTORICAL
SOCIETY

Colorado State Museum 1300 Broadway Denver, Colorado 80203

March 6, 1985

Val Tungseth
Colorado Clearinghouse
Department of Local Affairs
Room 520
1313 Sherman Street
Denver, Colorado 80203

RE: Rangely Carbon Dioxide Pipeline Final Environmental Impact Statement, EIS #83-127 Final

Dear Ms. Tungseth:

Thank you for your February 11, 1985, correspondence concerning the above document.

This office has been in consultation with the Bureau of Land Management (BLM) regarding the potential of this proposed undertaking to affect cultural resources. It is our understanding that the BLM will be preparing a Memorandum of Agreement in consultation with the State Historic Preservation Officers of Wyoming, Utah and Colorado which will insure that cultural resources receive adequate consideration during the planning and implementation of this project.

Sincerely,

Leslie E. Wildesen

Leslie E. Wildesen
Deputy State Historic Preservation Officer

LEW/KKP:ss

RICHARD D. LAMM
Governor

JERIS A. DANIELSON
State Engineer

OFFICE OF THE STATE ENGINEER
DIVISION OF WATER RESOURCES

1313 Sherman Street-Room 818
Denver, Colorado 80203
(303) 866-3581

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Division of Local Government

March 6, 1985

MEMORANDUM

TO: State Clearinghouse

FROM: Hal D. Simpson, Assistant State Engineer

SUBJECT: Rangely Carbon Dioxide Pipeline, Final Environmental Impact Statement

As requested, we have reviewed the above referenced FEIS. As long as the pipeline or the construction of the pipeline does not impede the flow of water in streams or diversions, we have no comments.

HDS/JCM:4399

STATE OF COLORADO

Division of Parks & Outdoor Recreation

West Region
222 South 6th Street, Rm. 420-B
Grand Junction, CO 81501
Phone (303) 248-7319

Richard D. Lamm, Governor

David H. Getches, Executive Director

Ron G. Holliday, Director

Colorado Board of Parks and Outdoor Recreation

Hubert A. Farbes, Jr., Chairman

Teresa J. Taylor, Vice Chairman

Frank A. Justice, Secretary

Phil Eggleston, Member

Patricia D. Kelly, Member

February 28, 1985

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MAR 07 1985
Division of Local Government

Mr. Ross Fraser
State Clearinghouse
520 State Centennial Building
1313 Sherman Street
Denver, CO 80203

RE: Rangely Carbon Dioxide Pipeline
Final Environmental Impact Statement #83-127

Dear Mr. Fraser:

The Colorado Division of Parks and Outdoor Recreation has reviewed the final EIS #83-127 and has the following comments:

It is the feeling of this Division that this pipeline will have no adverse effects, and we have no specific comments at this time.

Sincerely,

Ron Holliday
DIRECTOR

RGH:MLH:rmb

CC: Dick Elliott, West Region Manager, Grand Jct
Max Vezzani, Assistant Director

STATE OF COLORADO
OIL AND GAS CONSERVATION COMMISSION
DEPARTMENT OF NATURAL RESOURCES
ROOM 721, CENTENNIAL BUILDING
1313 SHERMAN STREET
DENVER, COLORADO 80203

WILLIAM R. SMITH
Director

FRANK J. PIRO
Deputy Director

(303) 866-3531

RICHARD D. LAMM
Governor

February 22, 1985

State Clearinghouse
Department of Local Affairs
1313 Sherman St. Room 520
Denver, CO 80203

Re: EIS #83-127 Final
Rangely Carbon Dioxide Pipeline

Gentlemen;

Thank you for the opportunity to review this Final Impact Statement.

The Oil and Gas Conservation Commission does not have any direct jurisdiction in the matter; however, the legislative declaration that created the Commission stated they are to foster, encourage and promote the development, production and utilization of the natural resources of oil and gas in Colorado. Since the enhanced recovery of oil and gas by injection of carbon dioxide into the Weber reservoir of the Rangely Field will result in the recovery of several million additional barrels oil and additional royalties to the state we encourage the early approval of this program.

If we can be of service in the evaluation of any specific phase of the operation please let us know.

Yours very truly,

William R. Smith

William R. Smith, P. E.
Director

WRS/ck

STATE OF COLORADO

Department of Local Affairs
DIVISION OF COMMERCE AND DEVELOPMENT
Steven Schmitz
Director

Richard D. Lamm
Governor

February 15, 1985

RECEIVED
FEB 15 1985
Division of Local Government

TO; State Clearinghouse
From: Office of Impact Assistance
Jerry Smith JS

Re: Rangely Carbon Dioxide Pipeline
Final EIS

Our review of the final EIS causes us to believe there will be no major adverse socio-economic effects which would present serious consequences to the State, Moffat and Rio Blanco County. Both counties have the capability of identifying issues of major concern to them.

It should be noted than increased production in the Rangely field presents short term benefits, but at the same time hastens the day when the reserves will be depleted.

1313 Sherman Street, Room 523 / Denver, Colorado 80203 / Phone (303) 866-2205

United States
Department of
Agriculture

Soil
Conservation
Service

Room 3124
100 East B Street
Casper, Wyoming 82601

March 18, 1985

Mr. Donald Sweep
District Manager
Bureau of Land Management
P.O. Box 1869
Highway 187 N.
Rock Springs, Wyoming 82901

Dear Mr. Sweep:

We have reviewed and have no comment on the Final Environmental Impact Statement for the Rangely Carbon Dioxide Pipeline.

Sincerely,

Frank S. Dickson
State Conservationist

cc: Thomas N. Shiflet, Director, Ecological Sciences, SCS, Washington, D.C.

STATE OF UTAH
OFFICE OF THE GOVERNOR
SALT LAKE CITY
84114

NORMAN H. BANGERTER
GOVERNOR

3

March 14, 1985

Mr. Donald Sweep, District Manager
Rock Springs District Office
P.O. Box 1869, Highway 187 North
Rock Springs, Wyoming 82901

Dear Director Sweep:

The Resource Development Coordinating Committee has recently reviewed the final Environmental Impact Statement for the Rangely Carbon Dioxide Pipeline proposal. The state, with the exception of the Division of State History, is in general agreement with the findings and conclusions formulated in the EIS and foresees no major problems with the actuation of this project.

Other state entities such as the Department of Transportation and the Division of Wildlife Resources have evaluated this proposal and have coordinated their concerns directly with Chevron USA Incorporated. Consequently, these agencies are not commenting through this medium.

Attached to this letter are the comments and criticisms of the Division of State History in relation to the paleontological research and findings of the study. It is hoped that serious consideration will be given to their remarks and that adherence to their solution be implemented before the project commences.

The state of Utah is grateful to the Bureau of Land Management for its willingness to permit state analysis on this proposal. We will continue to provide proper and thorough analysis of federal actions within our borders to further coordinate and facilitate your efforts.

Sincerely

Norman H. Bangerter
Governor

NBH/rc

Attachments:

From the Division of State History, State of Utah

The final report on the Rangely Carbon Dioxide Pipeline proposal is a misrepresentation in that paleontology and cultural resources are given equal billing in the title, but less than superficial substance can be found in the text defining the extent and significance of paleontological resources. This report appears to reference every area along the pipeline route, yet paleontological conclusions are based singularly on a prior and inadequate survey allegedly made for the MAPCO Pipeline; a development project that is a prime example of the violation of paleontological resources on Utah State and Federal Lands.

To alleviate this problem, there should be an original literature search by a professional paleontologist familiar with the areas in question. Based on this search, a pedistrian survey should be planned and conducted on those segments of the Chevron pipeline corridor crossing formations in Utah where any potential paleontological sites exist. Such a survey should be conducted and an appropriate report submitted for the approval of this office prior to any further surface-distrubing activity related in any way to the Chevron Carbon Dioxide and Phosphate Slurry pipeline corridor segments in Utah.

The nonchalant treatment of sensitive paleontological resources in Utah by a few developers is of immediate concern. The position of this office is not meant as an obstruction, but as a means of keeping the record straight. Paleontological questions must be addressed by accredited professionals and conclusions of such studies should be published before commencing any project to allow for public review and scrutiny.

We appreciate your attention to this issue and request that serious consideration be given to the suggested methods in which this problem can be abated.

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DENVER FEDERAL CENTER
P.O. BOX 25047
DENVER, CO 80225

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U. S. Bureau of Land
Management. Rock Springs
Record of decision for
Rangely carbon dioxide

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